



PORT OF MANCHESTER

ANNUAL REPORT

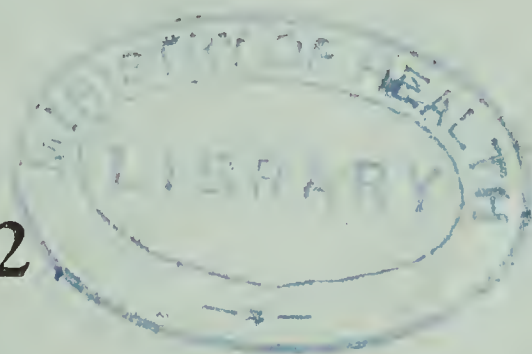
OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE
PORT HEALTH AUTHORITY.

I have the honour to present the Annual Report on the work of Port Health Administration in the Port of Manchester during the year 1952, in accordance with Article 17(5) of the Sanitary Officers (Outside London) Regulations, 1935 and 1951.

This Report is presented in the form desired by the Minister of Health, and the statistical information is arranged in the form and sequence indicated in Circular 33/52 of the Ministry, dated the 6th November, 1952, and Form Port 20. It will therefore be noted that the set-up of the Report differs somewhat from previous years, and in some instances additional information is included.

The continually increasing importance of the Port of Manchester as one of the largest oil ports in the country was further emphasized when a new sulphur recovery plant, which will recover 10,000 tons of sulphur from oil, was installed at Stanlow. The building of the new oil dock at Eastham to hold tankers of 28,000 tons gross continued during the year and it is hoped to open this new dock before the end of 1953.

The assistance of the staff of the Manchester Ship Canal Company, Officers of H.M. Customs and of the Ministry of Food is gratefully acknowledged as an important factor in the success of port health administration.

It is a pleasure to acknowledge the courtesy and encouragement extended to me by the Chairman and members of the Authority, which has not only facilitated the work but has maintained an active interest in its varied phases.

It is appropriate to record that at the close of the year the Authority had to accept the resignation of Sir Thomas Robinson, K.B.E., J.P., Chairman of the Authority since 1919 and the only original member now surviving.

Tribute has fittingly been made elsewhere to his long and devoted public service, but it is true to say that the work of the Port Health Authority has been amongst the foremost of his many interests.

It is largely due to his sound administrative ability and his personal influence that the planning of the Authority's work has led to conspicuous success in its fulfilment. It is a privilege to acknowledge the support afforded by his influence to the Medical Officer and staff in their responsibilities.

E. H. WALKER,
Medical Officer of Health.

Members of the Port Health Authority

The membership of the Authority for the year was as follows :

Alderman Sir THOMAS ROBINSON, K.B.E., J.P. (<i>Chairman</i>)	<i>Authority represented :</i> Stretford.
Alderman T. M. LARRAD, J.P. Councillor J. BOWES Councillor B. S. LANGTON Councillor J. McGRATH <i>succeeded in August by</i> Alderman J. E. FITZSIMONS, J.P.	Manchester.
Alderman W. W. CRABTREE (<i>Deputy Chairman</i>) Alderman J. BRENTNALL Councillor C. BROOKES Councillor J. HALL	Salford.
Alderman A. A. J. TRIPPIER	{ Irlam U.D. Borough of Eccles. Urmston U.D.
Councillor E. C. BROOKER, J.P.	{ Lymm U.D. Runcorn R.D. Runcorn U.D. Bucklow R.D.
Alderman D. PLINSTON <i>succeeded in November by</i> Councillor D. H. BREW	{ Warrington C.B. and R.D.
Councillor J. LONGTON, M.M. <i>succeeded in August by</i> Alderman P. HANLEY	{ Borough of Widnes. Borough of Bebington. Ellesmere Port U.D.

SECTION I : Staff.

TABLE A.

<i>Name of Officer</i>	<i>Nature of Appointment</i>	<i>Date of Appointment</i>	<i>Qualifications</i>	<i>Any other Appointment held</i>
J. B. D. Haynes	Clerk to the Authority	June, 1950	Solicitor	Deputy Coroner and Practising Solicitor Divisional Medical Officer, Lancs. C.C. Medical Practitioner
E. H. Walker	Medical Officer of Health	March, 1932	M.B., D.P.H.	
V. A. Newton	Deputy Medical Officer of Health	April, 1934	M.R.C.S. (Eng.), L.R.C.P. (London), D.P.H. (Manchester), L.M.R.C.P. (Ireland)	
W. H. Jennings	Food Inspector	October, 1946	Cert. R.S.I. Meat & Other Foods Cert.	
T. Borrows	Food Inspector	June, 1947	Cert. R.S.I. Meat & Other Foods Cert. Cert. Meat & Food Inspection (Liverpool University—School of Hygiene) Cert. (Intermediate) in Municipal Administration.	
G. E. Stanley	Sanitary Inspector	October, 1946	Cert. R.S.I. Meat & Other Foods Cert. Master Mariner.	
N. M. Sampson	Sanitary Inspector	November, 1948	Cert. R.S.I.	
R. Egan	Sanitary Inspector	September, 1949 (terminated his employment, 26/4/52)	Cert. R.S.I. Meat & Other Foods Cert.	
E. J. Franklin	Sanitary Inspector	September, 1952	Cert. R.S.I.	
T. A. Buckley	Senior Clerk	November, 1940	Cert. R.S.I.	
J. C. Hilton	Junior Clerk	September, 1949 (terminated his employment, 12/4/52)		
A. B. Hewitt	Junior Clerk	September, 1952		
R. C. Ashton	Motor Launch Engineer	December, 1922		
V. Kendal	Rodent Operative	November, 1948		

Address and Telephone No. of the Medical Officer of Health : 168, Trafford Road, Salford, 5. (TRAfford Park 1714).

Branch Office : 14, Victoria Road, Runcorn (Telephone : Runcorn 2919).

SECTION II : Amount of Shipping entering the district during the year.

TABLE B.

Ships from	Number	Tonnage	Number inspected :		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspectors	
Foreign Ports	1,520	3,769,551	255*	1,243	10
Coastwise	2,441	1,353,037	—	439	1
Total	3,961	5,122,588	255*	1,682	11

* Visited by Boarding Medical Officers, Liverpool Port Health Authority, in R. Mersey.
 "Foreign" excludes ports in the Irish Republic.

SECTION III : Character of Shipping and Trade during the year.

TABLE C.

Passenger Traffic :

Number of passengers INWARDS : 814.

Number of passengers OUTWARDS : 1,012.

Cargo Traffic :

Principal IMPORTS :

Beer and Porter, Chemicals, Coal and Coke, Copper, Cotton, Flour, Meal &c., Foodstuffs, Fruit, General Cargo, Grain, Iron, Oil, Paper, Cotton Waste, Sand and Gravel, Spelter, Pig Lead &c., Starch, Farina &c., Stone &c., Sulphur, Tea, Timber, Woodpulp and Wool.

Principal EXPORTS :

Chemicals, Coal, Flour, Meal &c., Foodstuffs, General Cargo, Iron, Machinery, Motor Spirit, Oil, Paper, Cotton Waste &c., Pitch, Salt, Textiles and Woollen Goods.

Total Traffic, 1952 : 11,861,449 tons.

Total Traffic, 1951 : 10,948,206 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE :

Algeria	...	...	...	...	Algiers, Arzew, Benisaf, Bona, Oran and Philippeville.
Antarctic	...	...	...	...	Whaling grounds.
Argentina	...	...	...	...	Bahia Blanca, Buenos Aires and Rosario.
Australia	...	...	...	...	Brisbane, Fremantle, Geraldton, Melbourne, Port Adelaide, Port Pirie and Sydney.
Belgium	...	...	...	...	Antwerp and Ghent.
Brazil	...	...	...	...	Porto Alegre, Rio de Janeiro, Rio Grande and Santos.
Canada	...	...	...	...	Botwoodville, Clarke City, Cornerbrook, Dalhousie, Halifax, Montreal, Newcastle, N.B., Quebec, St. John, Sydney, C.B., Three Rivers, Toronto, Vancouver and Wabana.
Ceylon	...	...	...	...	Colombo.
Cyprus	...	...	...	...	Famagusta.
Denmark	...	...	...	...	Aalborg, Aarhus, Copenhagen, Esbjerg, Fredericia, Frederikshaven and Odense.
East Africa	...	...	...	...	Beira, Lourenco Marques and Mombasa.
Egypt	...	...	...	...	Alexandria, Port Said, Port Sudan and Suez.
Eire	...	...	...	...	Arklow, Cork, Drogheda, Dublin, Dundalk, Limerick, Waterford, Wexford and Wicklow.
Finland	...	...	...	...	Abo, Hamina, Hango, Helsingfors, Kemi, Kotka, Lovisa, Mantyluoto, Oulu, Raumo, Toppila and Yxpila.
France	...	...	...	...	Bordeaux, Dunkirk, Le Havre, Lorient, Sete, Paris, Rouen, St. Nazaire and Treport.
Germany	...	...	...	...	Bremen and Hamburg.
Greece	...	...	...	...	Patras, Piraeus, Salonica and Volo.
Holland	...	...	...	...	Amsterdam, Delfzijl, Flushing, Rotterdam and Terneuzen.
Iceland	...	...	...	...	Reykjavik.
India	...	...	...	...	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	...	...	...	...	Balik Papan.
Italy	...	...	...	...	Genoa, Ponza, Savona and Trieste.
Lebanon	...	...	...	...	Beyrout, Sidon, Tripoli and Zaharani.
Mexico	...	...	...	...	Tampico.
Morocco	...	...	...	...	Casablanca, Ceuta, Melilla and Safi.
Netherlands West Indies	...	...	...	...	Aruba and Curacao.
Norway	...	...	...	...	Arendal, Bergen, Christiansand, Drammen, Narvik, Oslo, Risor, Stavanger and Trondhjem.

Principal Ports from which Ships Arrive—*Continued.*

Pakistan	Karachi and Chittagong.
Palestine	Haifa and Jaffa.
Persian Gulf	Kuwait, Mena al Ahmadi, Ras Tanura and Umm Said.
Peru	Cabo Blanco, Callao and Lobitos.
Poland	Gdynia.
Portugal	Leixoes, Lisbon and Oporto.
Russia	Archangel and Odessa.
South Africa	Capetown, Durban, East London and Port Elizabeth.
Spain	Almeria, Bilbao and Valencia.
Sweden	Gefle, Gothenburg, Halmstad, Helsingborg, Holmsund, Lake Vener, Lulea, Norrkoping, Nynashamn, Stockholm and Sundsvall.
Syria	Banias and Lattakia.
Trinidad	Port of Spain.
Tunis	La Goulette, Sfax, Sousse and Tunis.
Turkey	Iskenderun, Istanbul and Smyrna.
United Kingdom	Avonmouth, Belfast, Falmouth, Fawley, Glasgow, Heysham, Larne, Liverpool, London, Londonderry, Newcastle-on-Tyne, Penmaenmawr, Ramsey and South Wales ports.
United States of America ...	Baltimore, Boston, Gulf and Pacific ports, New York, Newport News, Norfolk and Philadelphia.
Uruguay	Montevideo.
Venezuela	Caripito, Las Piedras, Punta Cardon.
West Africa	Bathurst, Dakar, Freetown, Lagos and Takoradi.
Yugoslavia	Rijeka, Split and Susak.

SECTION IV : Inland Barge Traffic.

Numbers and tonnage using the district, and places served by the traffic.

There is a considerable amount of barge traffic between the docks and waterside premises in and about Manchester and to Runcorn. Outside districts served include Liverpool, Birkenhead, Lancashire and Yorkshire towns on the Leeds & Liverpool Canal, towns in Cheshire, Shropshire, Staffordshire, Nottingham, Derby and Leicester on the Weaver Navigation, Trent & Mersey, Shropshire Union, Birmingham, and associated canals.

The following information has been supplied by the Manchester Ship Canal Company.

The amount of traffic passing between the Bridgewater Canal and Manchester Docks during 1952 totalled 105,076 tons. This traffic was carried in boats owned by the Bridgewater Department of the Manchester Ship Canal Company and in bye-traders' boats. Points of origin and destination included Preston Brook, Birmingham, Leigh, and towns in the Potteries, in addition to journeys to factories and works within and near Manchester. The chief goods carried by the barges comprised of grain, sand, newsprint and tea.

The inspection of Canal Boats under the provisions of the Canal Boats Acts and Regulations is referred to on pages 31 and 32.

SECTION V : Water Supply.

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Water is supplied by the respective water undertakings abutting the Ship Canal.

(b) Fresh water is obtainable direct from hydrants on the quays, wharves, etc. between Mode Wheel and Barton, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, and Eastham Locks.

The question of improving the fresh water supply at the docks is receiving attention by the Manchester Ship Canal Company.

(2) *Reports of tests for contamination.*

No samples were taken direct from taps or hydrants. Samples from vessels were submitted for analysis and bacteriological examination on four occasions, the details being as follows :—

m.v. "Wanderer." Water sample taken following reported cases of dysentery during voyage and further case removed to Ladywell Sanatorium. Drinking water had been taken on at Durban. Examination revealed the water was not responsible for the reported sickness.

s.s. "Vanellus" (6/11/52). Samples taken following complaints by the crew of dirty drinking water : Vessel regularly trading between

Belgian ports and Manchester. Water regularly obtained at Manchester. Apart from the rather high nitrate content, the water was of satisfactory chemical purity for drinking purposes. The haziness was due to slight precipitation of iron carbonate. The nitrate figure might indicate past pollution or, alternatively, that the original water was of high nitrate content yet of satisfactory purity.

s.s. "Vanellus" (26/11/52). Two samples collected by crew during voyage : Found to be normal mains water with slight sediment partly caused by flocculation of the iron content, probably caused by the salts in the cement washing of tank.

m.v. "Drakelow." Reported diarrhœa amongst certain members of crew. Analyst of the opinion that a considerable amount of sea water had gained access to the tank. High content of salts, particularly magnesium compounds, likely to cause diarrhœa and sickness.

In all instances the Owner or Master was informed of the result of the examinations and the appropriate action requested.

(3) *Precautions taken against contamination of hydrants and hosepipes.*

Hydrants and hosepipes are usually found to be adequately protected against contamination. The attention of the Port Authority was drawn to two wooden boxes for the storage of hosepipes, the locks and hasps of which had been broken or lost. New fittings were promptly fixed.

The danger of possible discharge from ships' toilets entering the hydrants at one point on the Canal was discussed with the local Docks Manager. Caps to fit over the hydrants when not in use were fitted without delay and any further danger eliminated.

(4) *Number and sanitary condition of water boats, and powers of control by the Authority.*

The Manchester Ship Canal Company have water craft for supplying fresh water as required. One boat has been used for supplying water to the Rock Cutters employed at Eastham in connection with the construction of the new oil dock.

The Authority has no special powers of control. Any defects found by the Inspectors are promptly brought to the notice of the Owners, and no difficulty has been experienced. Owners are commendably co-operative.

In January, the Ministry of Transport issued a notice to ship-owners and masters requesting them to ensure that the health of crews was not jeopardised by insufficient attention to fresh water tanks or by the use of sea water in the preparation of food. The notice suggested a number of precautions which masters were asked to take, including the opening up, cleaning out, cement washing (or, if coated with a bituminous, plastic or other proprietary composition, re-coated where necessary), and aired at intervals not exceeding twelve months. In addition, it was recommended that tanks be thoroughly pumped out and, where necessary, hosed prior to re-filling, at approximately six-monthly intervals. During the cleaning process scrupulous attention should be paid to the hygiene and personal cleanliness of those engaged on the work.

SECTION VI : Public Health (Ships) Regulations, 1952.

The abovementioned Regulations came into operation from the 1st October, 1952, and replaced the Port Health Regulations, 1933 and 1945. Where appropriate, the Regulations use the terminology adopted in the new International Sanitary Regulations. Under the Regulations, Manchester became a "designated approved port," being approved (as previously) to issue Deratting Certificates and Deratting Exemption Certificates whereas an "approved port" can only issue Deratting Exemption Certificates. A new term "quarantinable diseases" was introduced by the International Sanitary Regulations to describe the diseases at present known as "convention" diseases, with the addition of relapsing fever.

The list of infected areas required to be kept by Regulation 6 is no longer restricted to foreign ports. One of the main changes affected by the Regulations is the introduction of the new Maritime Declaration of Health, the period covered by the Declaration having been reduced from six to four weeks.

The International Sanitary Regulations prohibit a charge for a Deratting Certificate or a Deratting Exemption Certificate. A charge is now made for the inspection of the vessel prior to the issue of any such Certificate. The charges at present involved for such inspections are as follows :—

					£	s.	d.
Net tonnage of ship :	0 to	300	...	...	0	16	0
	301 to	1,000	...	...	1	12	0
	1,001 to	3,000	...	...	3	3	0
	3,001 to	10,000	...	...	4	15	0
	Over 10,000	...	...	...	6	6	0

(1) *List of Infected Areas.*

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

A list of such areas is compiled by the Medical Officer of Health, Liverpool Port Health Authority. Copies are forwarded by post to H.M. Customs & Excise, Eastham, and also handed to the Waterguard Department and to Inspectors of this Authority.

(2) *Radio Messages.*

Manchester is not a radio transmitting or receiving port. Radio messages are sent to Liverpool, and if a vessel is bound for Manchester all necessary information is duly forwarded by telephone. Instructions to Pilots and Masters are given on page 4 of the Maritime Declaration of Health.

(3) *Notifications otherwise than by Radio.*

Any cases of infectious sickness occurring on inward-bound vessels prior to arrival at Eastham are dealt with by one of the Boarding Medical Officers of the Liverpool Port Health Authority. An agreement is in operation between the two Authorities for such cases to be dealt

with. Should any person be found to be suffering from an infectious disease after a vessel has entered the Canal, arrangements would be made by the Medical Officer of Health to remove the person to the nearest infectious diseases hospital.

(4) *Mooring Stations.*

Arrangements were made in 1933 with the Manchester Ship Canal Company to meet the requirements of the then Port Sanitary Regulations as to the establishment of mooring stations. The Company is not able to designate any of their wharves or lay-byes as special mooring stations, but, whenever the necessity should arise, arrangements would be made if possible for the vessel to be berthed at one of the following places :

Barton Dolphins, adjoining Barton Locks ;
 Irwell Park Wharf, Eccles ;
 Guinness's Wharf ;
 Eastham Dolphins ;
 Stanlow Wharf ;
 Dolphins near Runcorn Lay-Bye ;
 Lay-Bye near Moore Lane.

Before directing a vessel to any one of the above places, it would be a matter for consultation between the Port Medical Officer and the Ship Canal Company. The harmonious co-operation between the officers of the Ship Canal Company and the Authority leaves no doubt that any emergency would be promptly dealt with. No occasion has arisen since the arrangements were made for any restriction on boarding or leaving a vessel. H.M. Customs & Excise formally approved the arrangements made.

(5) *Arrangements for :*

(a) Hospital accommodation for infectious diseases (other than small-pox—see Section VII) :

Ladywell Sanatorium, Salford ;
 Clatterbridge General Hospital, Bebington ;
 Monsall Hospital, Newton Heath, Manchester ;
 Fazakerley Hospital, Liverpool.

Under the National Health Service, hospital treatment would be arranged at the hospital most appropriate to the circumstances, by consultation with the hospital Medical Officer concerned ; in case of difficulty, the Regional Hospital Board of either Manchester or Liverpool would be consulted. No difficulty has yet been experienced.

(b) Surveillance and follow up of contacts.

Any vessel from which a case of infectious disease has been removed would be visited daily by an Inspector to ascertain the health of the remainder of the crew. Any person suspected to be suffering from an infectious disease would be examined by the Medical Officer of Health, who would take the appropriate action.

(c) Cleansing and disinfection of ships, persons, clothing, and other articles.

The Authority has no facilities for carrying out cleansing or disinfection. The Local Authority for the district alongside which the vessel is lying is requested to carry out any necessary disinfection and removal of bedding, the Port Health Authority undertaking to defray expenses incurred, which are later recovered from the ships' Agents.

Maritime Declarations of Health are supplied to masters of vessels by Officers of H.M. Customs and Inspectors of this Authority. During the year 538 Declarations were received from the Customs Officers.

SECTION VII : Smallpox.

(1) *Name of Isolation Hospitals to which cases are sent from the district.*

- (a) Ainsworth Smallpox Isolation Hospital, Bury.
- (b) Elswick Leys Smallpox Hospital, Elswick Leys, Blackpool.
- (c) New Ferry Smallpox Hospital, Beaconsfield Road, Rock Ferry.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire County Council or the Cheshire County Council, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The vaccinal state of the ambulance personnel is controlled by the Ambulance Authorities, who, generally speaking, require annual re-vaccination of all persons who may be required to handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

- Dr. D. C. Liddle, Monsall Hospital, Manchester 10.
- Dr. C. Metcalfe Brown, Town Hall, Manchester 2.
- Dr. W. McClure, 19 Didsbury Court, Manchester 20.
- Dr. A. B. Semple, Belmont Grove, Liverpool 6.
- Dr. E. R. Peirce, Port Health Authority, Liverpool 3.
- Dr. J. Yule, Town Hall, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Public Health Laboratory, University of Liverpool.

SECTION VIII : Venereal Disease.

Leaflets giving the undermentioned information as to the location, days, and hours of available facilities are distributed by the Inspectors when vessels are visited :—

<i>Town</i>	<i>Institution</i>	<i>Times of Attendance (Males)</i>
MANCHESTER and SALFORD.	Manchester Royal Infirmary, Nelson Street, Manchester.	Monday—5-30 p.m. to 7 p.m. Wednesday—5-30 p.m. to 7 p.m.
	St. Luke's Hospital, Duke Street, Liverpool Road. Manchester.	Monday—10 a.m. to 12 noon. Tuesday—10 a.m. to 12 noon; 5 p.m. to 7 p.m. Wednesday—10 a.m. to 12 noon. Thursday—10 a.m. to 12 noon; 5 p.m. to 7 p.m. Friday—10 a.m. to 12 noon; 2 p.m. to 4 p.m.; 5 p.m. to 7 p.m. Saturday—10 a.m. to 12 noon.
	Manchester & Salford Hospital for Skin Diseases, Quay Street, Manchester.	Monday to Saturday—9 a.m. to 10 a.m.
	Ancoats Hospital, Mill Street, Ancoats, Manchester.	Monday and Wednesday—5 p.m. to 7 p.m.
	Salford Clinic, 155, Regent Road, Salford 5.	Tuesday to Thursday—9 a.m. to 1 p.m.; 5 p.m. to 7-30 p.m. Monday and Friday—9 a.m. to 7-30 p.m. Saturday—9 a.m. to 12 noon. Sunday—10 a.m. to 1 p.m.
LIVERPOOL.	Liverpool Seamen's Dispensary, Paradise Street, Liverpool.	Daily—9-30 a.m. to 1 p.m.; 3 p.m. to 6-30 p.m. Saturday—9-30 a.m. to 12 noon.
	Liverpool Royal Infirmary, Pembroke Place, Liverpool.	Monday—10 a.m. to 1 p.m.; 5 p.m. to 6-30 p.m. Wednesday—10 a.m. to 1 p.m.; 5 p.m. to 6-30 p.m. Friday—10 a.m. to 1 p.m.; 5 p.m. to 8 p.m.
	Bootle General Hospital, Derby Road, Bootle.	Monday—12-30 p.m. to 2 p.m. Tuesday—6 p.m. to 8 p.m. Thursday—12-30 p.m. to 2 p.m. Friday—6 p.m. to 8 p.m.
WARRINGTON.	Warrington General Hospital, Lovely Lane, Warrington.	Monday—11-30 a.m. to 1 p.m. Thursday—5-30 p.m. to 7 p.m.
BIRKENHEAD.	St. James' Hospital, Tollemache Road, Birkenhead.	Monday—2 p.m. to 6-30 p.m. Wednesday—10 a.m. to 12 noon; 2 p.m. to 6-30 p.m. Friday—2 p.m. to 6-30 p.m.
CHESTER.	Chester Royal Infirmary, Chester.	Wednesday—5 p.m. to 7 p.m. Saturday—12 noon to 2 p.m.

It will be noted that details are given regarding centres and hospitals in Manchester, Salford, Warrington, Chester, Liverpool and Birkenhead, these being places riparian to or in fairly close proximity to the Ship Canal.

The Manchester Ship Canal Company allow the display of venereal disease posters issued by the Central Office of Information in the conveniences on the dock premises.

The following information as to the treatment of seamen in the Port suffering from venereal disease is supplied by the Director of the Special Clinic, Salford Hospital Management Committee, which is the nearest Treatment Centre to the Docks :—

<i>Patients suffering from :</i>	British Seamen	Foreign Seamen
Syphilis	6	3
Gonorrhœa	32	27
Other Conditions	122	46
	<hr/> 160	<hr/> 76
Arsenobenzene Injections ...	27	—
Bismuth Injections	44	20
Penicillin Injections	100	29
Streptomycin Injections ...	54	25
Attendances	797	224

SECTION IX : Cases of Notifiable and other Infectious Diseases on Ships.

TABLE D.

Category	Disease	Number of Cases during the year :		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Tuberculosis	—	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Pneumonia	—	1	1
	Chicken Pox	—	2	2
	Dysentery	—	3	1
	Tuberculosis	—	4	4
	Malaria	—	1	1
Cases landed from ships from coast-wise ports	Erysipelas	—	1	1

No cases or suspected cases of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

SECTION X : Observations on the occurrence of Malaria in Ships.

The number of cases of malaria reported on vessels since 1943, when 82 cases were reported, has shown a steady decrease, and only one case was reported during 1952. In this instance, a sailor on a vessel from Lagos had recovered before arrival in Manchester.

SECTION XI : Measures taken against Ships infected with or suspected for Plague.

No ships infected with or suspected for plague arrived during the year. In the event of such an occurrence, the measures outlined in Part I of the Fourth Schedule to the Public Health (Ships) Regulations, 1952, would be vigorously pursued.

SECTION XII : Measures against Rodents in Ships from Foreign Ports.

(1) Procedure for inspection of ships for rats.

Vessels from foreign ports are visited by the Inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are searched by the Rodent Operative for dead rats or evidence of rats dying on the voyage. Daily visits are made whilst the vessels are in port, traps being set and baits laid wherever necessary. Enquiries are also made by the Inspectors as to whether any dead bodies have been disposed of prior to arrival. Tankers arriving at Stanlow and Ince from infected ports are visited by the Inspector and, whenever possible, a detailed inspection for rats is made with the assistance of the motor launch engineer. The short stay in port of these tankers renders it difficult for any specialized treatment to be given. Details of action necessary to deal with any rodent infestation are given to the Master, and if the vessel should be proceeding coastwise for overhaul or to complete discharge of cargo the Medical Officer of Health of the next port is notified of the evidence found.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Specimens of rats caught are forwarded to the Public Health Laboratory, Monsall Hospital, Manchester, or the City Laboratories, Liverpool, for bacteriological examination. 25 rats and 3 mice from vessels from foreign ports were examined. In addition, 12 of the many rats caught on dock premises by the Rodent Operatives of the Manchester Ship Canal Company were submitted for examination. In no instance was any evidence of plague infection found.

(3) Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

Deratting of vessels prior to the issue of a Deratting Certificate is usually effected by fumigation with Hydrogen Cyanide carried out by contractors whose staff are qualified and trained as required by Section 5

of the Hydrogen Cyanide (Fumigation of Ships) Regulations, 1951. On one occasion during the year a vessel was fumigated with sulphur dioxide but it is strongly preferred that hydrogen cyanide be used.

17 vessels were fumigated during the year, 16 by hydrogen cyanide and 1 by sulphur dioxide. The undermentioned contractors carried out these fumigations under the supervision of the Inspectors :—

Croftbank Chemical Co. Ltd., Oldham. (Five).

Deodor-X Hygiene Services Ltd., Birkenhead. (Seven).

Hivey Fumigation Co. Ltd., Liverpool. (Five).

Another contractor who serviced many vessels during the year was Irlam Insecticides, Liverpool. This firm mainly deals with insect infestations and does not undertake fumigations.

A number of vessels visiting the port receive routine visits from contractors who specialize in rodent control. Such contractors are engaged by the shipowners and usually use traps and poisons. Whenever possible, their work is followed up by the Inspectors to ensure that satisfactory methods are adopted, likely to achieve the objective of keeping rats down to a minimum.

(4) *Progress in the rat-proofing of ships.*

From observations made in this port, rat-proofing of ships progresses very slowly. New vessels encountered are generally found rat-proofed to a certain extent, but the efficiency of the work in many cases leaves much to be desired. Very little rat-proofing is carried out at this port, due to the fact that Manchester is not a major repair or overhaul port and the majority of ships come in only to load and/or discharge cargoes. When damaged or defective rat-proofing is found, and in certain cases such as store-rooms where proofing would offer definite advantages, recommendations are made to the owners to have the work carried out. There is no legislation governing the rat-proofing of British ships, and in the absence of powers to require such improvements it is unlikely that owners will be willing to incur expenditure in this direction.

The amount of work involved on many older ships, together with the material and reconstruction necessary, would be equivalent to a major overhaul and require considerable time and expense.

When a vessel is being refitted it is regretted that Port Health Authorities are not consulted with a view to improving rat-proofing.

The American "Rat-proofing Certificate" held by American vessels is an admirable procedure and has produced very satisfactory results in vessels of that nation seen in this port.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category.	Number.
Black rats	94
Brown rats	—
Mice	34
Species not known	—
Sent for examination	25 rats 3 mice
Infected with plague	None

Of the 94 rats and 34 mice destroyed on vessels from foreign ports, 75 rats and 32 mice were destroyed by the rodent operative and 19 rats and 2 mice by the motor launch engineer on vessels at Stanlow, Bowaters' Wharf and Ellesmere Port.

The 17 fumigations carried out during the year resulted in a further 212 rats and 166 mice being destroyed, as compared with 114 rats and 54 mice destroyed as a result of 14 fumigations in 1951. 68 rats and 20 mice were recovered on three vessels from infected ports. In two instances vessels sailed before a complete search could be made, and a third vessel sailed before the Rodent Operative could visit.

RODENT CONTROL.

	Visits by Inspectors	Re-Visits by Inspectors	Visits & Re-Visits by Rodent Operative	Visits by Motor Launch Engineer	Rats trapped	Mice trapped	Rat- guards not out
Foreign	1,258	436	1,006	278	94	34	633
Coastwise.....	310	24	129	24	1	1	103
Total	1,568	460	1,135	302	95	35	736

1,006 visits were made by the Rodent Operative to 534 vessels from foreign ports and 129 visits to 115 vessels from coastwise ports. 196 traps were laid on 25 vessels trading with foreign ports and further traps and/or baits were laid by the engineer on 8 vessels.

In comparison with the number of vessels inspected, the number with ratguards not out would appear rather high. It must be pointed out that many of these vessels were tied up in the fairway of the Canal where the fitting of ratguards would be impracticable owing to passing vessels. A considerable number of tankers at Stanlow were also found without ratguards in position, and the decks of most vessels under 1,000 tons gross are level with the quay, thus rendering ratguards useless. 65 re-visits were made by the Inspectors to ascertain if ratguards had been fitted as requested.

Rodent control is also important in connection with the requirements of the Prevention of Damage by Pests (Application to Shipping) Order, 1951 (see page 25).

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Number of Deratting Certificates issued :						
After fumigation with						
HCN	Other fumigant (state method)	After trapping	After poisoning*	Total	Number of Deratting Exemption Certificates issued	Total Certificates issued
(1)	(2)	(3)	(4)	(5)	(6)	(7)
16	1 (SO ₂)	None	None	17	178	195

* State poisons used and number of Certificates issued after each poison.

SECTION XIII : Inspection of Ships for Nuisances.

TABLE G.

Inspections and Notices.

Nature and Number of Inspections		Notices served		Result of serving Notices.
		Statutory Notices	Other Notices	
British	922	—	410	Owing to staff shortage for six months it was not always possible for re-visits to be made to ascertain if defects had received attention.
Foreign	760	—	184	
Total	1,682	—	594	

DETAILS OF DEFECTIVE CONDITIONS REPORTED.

	<i>British</i>	<i>Foreign</i>
Accommodation, etc., required cleaning	45	24
„ required painting	44	17
„ infested with cockroaches	190	115
„ infested with bugs	16	3
„ infested with weevils, ants or silverfish	56	7
Storeroom infested with maggots	—	2
Storeroom required rat-proofing	1	—
Ventilation inefficient or defective	25	12
Ventilator not provided with wind chute	9	8
Portlights, decklights, etc., broken or defective...	32	7
Natural lighting deficient or not provided	12	1
Heating apparatus not provided or insufficient ...	45	9
Stove and stove pipes defective	8	2
Insulation defective or insufficient	26	3
No lagging to steam pipes	7	—
W.C. seats required repairing or renewing ...	24	15
W.C. pedestals broken or defective	10	9
W.C.'s and urinals in dirty condition	23	17
Flushing apparatus defective	26	8
Flush, waste and soil pipes defective	15	6
Waste and soil pipes choked	4	—
Scuppers choked	21	7
Stagnant water in washplace, etc.	5	2
Defective storm valve to scupper	3	—
Water system defective	21	3
Hot water system defective	4	—
Water tank and fittings broken and defective ...	15	—
Water tanks required cleaning	6	2
No access for cleaning water tank	1	—
Water fittings (washbasins, showers, geysers, taps) defective	19	2
Water leakage into accommodation	1	1
Accumulation of dirt and refuse about decks ...	18	3
Overcrowding and uncertified accommodation ...	4	—
Ship's stores, gear, etc., kept in hospital	2	—
Inadequate seating facilities	1	—
No food lockers, stores provided	7	—
Food lockers not ventilated	4	—
Food containers dirty	4	1
Wire gauze to food lockers defective	2	—
Refrigerator defective	4	—
Refrigerator and ice box gratings dirty	4	1
Refrigerator storeroom woodwork defective ...	—	1
Hot press defective	2	—
Chopping blocks defective and dirty	10	1
Sinks in washplace choked and dirty	4	—
Sink draining board defective	1	—

	<i>British</i>	<i>Foreign</i>
Washbasins in dirty condition	3	—
Galley sink dirty	1	—
Galley sink defective	1	—
Surround to sink defective	5	—
Clothes lockers not provided	8	3
Bulkheads defective	—	2
Overhead deck in leaky condition	58	6
Deck, deck covering defective	10	2
Hawse pipe in leaky condition	4	2
Bunk in defective condition	3	—
Oil leakage into accommodation	14	3
Doors defective or absent	2	1
Table top decayed and requires renewing	1	—
Locker drawers missing	1	—
Mosquito netting defective	1	—
Excess emission of black smoke	1	—
	894	308

VERMINOUS VESSELS.

Whenever possible, disinfestation (where necessary) was carried out before vessels sailed, but the difficulty on tankers at Stanlow continued owing to the speed of “turn round.” A number of tanker owners make an obvious endeavour to keep infestations down to a minimum by providing supplies of insecticide for use by the crew and such action materially assists in achieving the objective.

SMOKE NUISANCE.

On one occasion it was found necessary to draw the attention of the Master of a tanker to the excessive emission of smoke from the funnel. When the matter was investigated, it was found to be due to faulty reconstruction of the boilers whilst the vessel had been undergoing repairs. Work was commenced as soon as possible to remedy this complaint, and before the vessel left the port the necessary action had been taken.

VESSELS INSPECTED BY THE SANITARY INSPECTORS.

		1952	1951	1950
Vessels entering the port	Foreign ...	1,520	1,893	1,983
	Coastwise	2,441	1,768	1,807
	Total	3,961	3,661	3,790
Number inspected	Foreign and Coastwise	1,682	1,791	1,865
Percentage inspected		42.46%	48.92%	49.20%
Number reported defective		594	678	616
Number on which defects remedied		264	361	383
Number of vessels on which were remedied defects reported prior to year of inspection	British.....	122	131	140
	Foreign ...	56	66	47

The work of the Sanitary Inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal :—

Section A (Manchester—Latchford) :	<i>Inspected</i>	<i>Defective</i>
Manchester, Salford and Stretford	841	249
Mode Wheel Oil Wharf	15	4
Weaste	29	11
Irwell Park Wharf and Eccles	37	20
Barton	26	13
Irlam	21	8
Partington	68	23
	<u>1037</u>	<u>328</u>

Section B (Latchford—Eastham) :	<i>Inspected</i>	<i>Defective</i>
Warrington	2	1
Acton Grange	15	7
Wigg Works	6	2
Widnes	13	6
Runcorn	27	9
Weston Point	57	7
Ince	15	6
Stanlow Oil Dock and Lay-Bye	334	164
Ellesmere Port	112	42
Bowaters' Wharf (Ellesmere Port)	50	14
Eastham	14	8
	<u>645</u>	<u>266</u>
Gross Total	<u>1682</u>	<u>594</u>

Nationalities of the vessels inspected and the number found with defects :—

	<i>Inspected</i>	<i>Defective</i>
British	922	410
American	52	3
Belgian	6	5
Chinese	1	1
Costa Rican... ..	2	1
Danish	48	7
Dutch	171	15
Eireann	5	2
Finnish	29	7
French	10	5
German	38	6
Greek	17	11
Honduran	3	2
Moroccan	9	5
Italian	30	16
Liberian	3	2
Norwegian	177	59
Panamanian	30	12
Polish	1	1
Portuguese	1	1
Spanish	3	2
Swedish	117	18
Swiss	3	—
Turkish	4	3
	<hr/> 1682	<hr/> 594

The number of inspections made of British and Foreign vessels and the number found with defects were :—

	<i>Inspected</i>	<i>Defective</i>
British Steamships and Motor Vessels ...	922	410
Foreign Steamships and Motor Vessels...	760	184
	<hr/>	<hr/>
Totals	1682	594
	<hr/>	<hr/>
Re-Visits	426	
	<hr/>	
Gross Total—Visits and Re-Visits ...	2108	
	<hr/>	

In the Manchester—Latchford Section there was a decrease of 121 inspections over the previous year, and in the Latchford—Eastham Section an increase of 12 vessels was recorded.

Number of personnel of various Nationalities on vessels inspected during the year :—

British :

Europeans	...	...	...	...	...	...	...	...	25,473
Lascars, Arabs, etc.	...	...	...	...	...	...	...	...	3,277
Chinese	...	...	...	...	...	...	...	...	891
									<hr/> 29,641
American	...	...	...	...	...	...	...	...	2,264
Belgian	...	...	...	...	...	...	...	...	218
Costa Rican	...	...	...	...	...	...	...	...	53
Danish	...	...	...	...	...	...	...	...	1,185
Dutch	...	...	...	...	...	...	...	...	2,743
Eireann	...	...	...	...	...	...	...	...	80
Finnish	...	...	...	...	...	...	...	...	784
French	...	...	...	...	...	...	...	...	292
German	...	...	...	...	...	...	...	...	644
Greek	...	...	...	...	...	...	...	...	588
Honduran	...	...	...	...	...	...	...	...	85
Italian	...	...	...	...	...	...	...	...	826
Liberian	...	...	...	...	...	...	...	...	79
Moroccan	...	...	...	...	...	...	...	...	136
Norwegian	...	...	...	...	...	...	...	...	5,292
Panamanian	...	...	...	...	...	...	...	...	925
Polish	...	...	...	...	...	...	...	...	30
Portuguese	...	...	...	...	...	...	...	...	38
Spanish	...	...	...	...	...	...	...	...	104
Swedish	...	...	...	...	...	...	...	...	3,191
Swiss	...	...	...	...	...	...	...	...	33
Turkish	...	...	...	...	...	...	...	...	127
									<hr/> 49,358 <hr/>

SECTION XIV : Public Health (Shell-fish) Regulations, 1934 and 1948.

There are no shell-fish beds or layings within the jurisdiction of the Authority.

SECTION XV : Medical Inspection of Aliens (*applicable only to ports approved for the landing of aliens*).

Manchester is not an approved ports for the landing of aliens.

SECTION XVI : Miscellaneous.

Arrangements for the burial on shore of persons who have died on board ship from infectious diseases.

If a ship does not carry a surgeon, the Medical Officer of Health would examine the body and report to the Coroner. Interment would be supervised by Officers of the Authority in collaboration with the Shippers, according to circumstances. No such instance occurred during the year.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951.

13 Rodent Control Certificates were issued during the year. In two instances baits were laid following instructions from the Inspectors prior to the issue of Certificates.

46 visits were made by the Inspectors and 3 visits by the Rodent Operative to four floating grain elevators. Two of the elevators which showed evidence of rats were treated with "Warfarin" and no further complaints received.

During December information was received that 31 rats had been killed on a barge whilst cargo was being discharged. Unfortunately, it was not until the barge had sailed that the complaint was received, but the Owners were immediately notified. The following week information was received that the barge had been fumigated in Liverpool, when 32 rats were destroyed.

One rat and one mouse were caught on a coastwise vessel trading regularly with this port.

Other Rodent Control Measures.

The number of rats caught or destroyed by the rodent operatives employed by the Manchester Ship Canal Company showed an increase compared with 1951 ; 2,888 as against 2,296 in the previous year. Any complaints received by the Authority regarding the presence of rats on the quays, wharves, sheds, etc., were promptly dealt with by the Company's rodent operatives.

The Chief Sanitary Inspector of the Ellesmere Port U.D.C. reports that on the Company's property at Ellesmere Port a total of 42 rats and 5 mice were destroyed by using zinc phosphide, arsenic and red squill for baits. 139 campaigns were carried out during the year.

The Chief Sanitary Inspector of the Runcorn U.D.C. reports that a further 101 rats and 45 mice were destroyed on the Company's premises at Runcorn.

The co-operation and assistance of the Chief Sanitary Inspectors of Ellesmere Port and Runcorn in effectively reducing the rodent population on property abutting the Canal within their jurisdictions has again been most helpful.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Prior to these Regulations being revoked on 8th January, 1952, one parrot was found on board a vessel, for which a written undertaking to re-export was received.

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

No Certificates were issued under these Regulations during the year.

ESPARTO GRASS.

Investigation was made into a complaint by dock workers at Ellesmere Port that a cargo of esparto grass on a vessel from Algeria was infested with insects. Disinfestation of the cargo by spraying was carried out voluntarily by the ships agents and samples of the insects were obtained by the Ministry of Agriculture & Fisheries for identification. Discharge continued after the cargo had been disinfested. The report on the insects indicated that they were harmless except that three types of flour mite found could cause dermatitis in a temporary form. Further cargoes of esparto grass were discharged following the incident but no further trouble was experienced.

INSPECTION OF FOOD STORAGE WAREHOUSES.

Periodic visits were made to warehouses abutting the Canal at Runcorn and Weston Point to inspect grain, sugar and canned goods stored therein. Satisfactory storage continued and, apart from a slight roof leakage over stored bagged grain at Runcorn, no cause for complaint could be found. The leakage received prompt attention when brought to the notice of the Manchester Ship Canal Company.

HYDROGEN CYANIDE (FUMIGATION OF SHIPS) REGULATIONS, 1951.

The above-mentioned Regulations came into force on 1st February, 1952, and make detailed provision as to the precautions to be taken in carrying out the fumigation of ships. Notice of a forthcoming fumigation must be given to (a) the Medical Officer of Health and (b) the Harbour Authority when the fumigation is carried out within the area of the harbour authority, or to the officer in charge of the police station for the police district when the fumigation is taking place outside the area of the harbour authority. The staff of the fumigation contractors must have had experience of hydrogen cyanide work on ships and be supplied with protective apparatus. No unauthorised person may enter the risk area until it has been established by tests that no danger remains, but provision is made, with the necessary safeguards, for the entry of members of the crew for starting ventilating fans where necessary and for the entry of persons authorised to remove certain articles which may have absorbed the fumigant, e.g. bedding, blankets, pillows, clothing, cushions and upholstered articles. Special provision is made with regard to the fumigation of foodstuffs and a "foodstuffs fumigation certificate" must be issued by the Medical Officer

of Health. Fumigation contractors are required to keep a register of all fumigations carried out under these Regulations and copies of details of each fumigation must be submitted to the Secretary of State within 31 days.

It will be appreciated from the foregoing details that the Regulations demand extensive precautions to protect human life during fumigation, but the greatest danger is undoubtedly carelessness. Some operators who are regularly carrying out hydrogen cyanide fumigations are liable to relax precautions, and it cannot be too strongly emphasized that every care must always be taken. The Inspectors are instructed to make sure that full compliance with the Regulations takes place. Persons unaware of the lethal nature of the gas are lax in many ways, and the simple job of watching a gangway was found on occasions to be beyond the capabilities of some, who seemed to be ignorant of their important duty to protect others from danger. When such instances arose, the persons were suitably reprimanded by the Inspectors.

OBSERVATIONS OF THE SANITARY INSPECTORS.

Inspection of vessels on the Manchester—Latchford section of the Canal was carried out on a reduced scale for six months of the year owing to staff shortage. As many vessels as possible were visited, but on vessels regularly trading with the port time only was allowed for routine enquiries to be made and full inspection not carried out on every occasion.

The condition of bedding used by seafaring men gives cause for serious consideration. The incidence of vermin has been reduced progressively for some years by the use of D.D.T., but cleanliness of the bedding is lacking in many instances. During the year it was noted that mattresses and pillows were not always changed when there was a change of crew. On one vessel it was noted that within three months there had been 100 different men signed on as crew, the total crew at any one time being only ten. Changes of linen, *i.e.* sheets and pillow cases, occur at the discretion of the Owners and are not enforceable on all ships. Should a man with unclean habits leave a ship it is possible that his mattress may have to be used by another man who may be careful in personal cleanliness but who would be greatly discouraged upon finding such bedding when joining a ship. The introduction of foam rubber cushion mattresses has improved matters considerably, but flock and other soft filling materials are still used for pillows. The foam rubber cushion mattress together with suitable pillows and regular changes of linen would be advantageous. An alternative method is for every man to carry his own bedding with him; this would be a cumbersome arrangement and inconvenient when changing ships, but would prevent complaints as there would be only one person responsible for a dirty bed. It is a system that ratings in the Royal Navy have accepted for years and has definite advantages in many ways.

The handling and preparation of food on ships still leaves much to be desired. If hygiene lectures were incorporated into the initial training of personnel, and a more rigorous watch kept on the staff, rooms and equipment at all times, a vast improvement could be made.

During the autumn, bales of waste rags from Dublin were reported to be extensively infested with fleas and considerable trouble was caused to the men handling them. A letter was despatched to the Medical Officer of Health of Dublin listing the names of the forwarding agents concerned and reporting the condition of the bales. Some bales were labelled to the effect that they had been treated with D.D.T., no statement of percentage being given. The trouble continued for over two months when the position gradually improved and towards the end of the year no further complaints were received.

It is questionable now whether it is reasonable to require the fitting of ratguards to all vessels from foreign ports. Very few ships are infested with rats ; only 8 per cent. of the vessels inspected at the Manchester end of the port were found to have rats aboard, and the number estimated on the majority of these ships was less than three on each. With the increase in the use of small-gauge wire and nylon hawsers, together with the height of the open decks of the larger vessels above the quay and the quay-level decks of other vessels, it may be more reasonable now to order the fitting of ratguards to vessels from infected ports and any other vessel found to be rat infested. Much time is spent re-visiting vessels to secure the fitting and adjustment of ratguards even when searching has revealed no evidence of rats. Vessels tied up in the fairway of the Canal usually lose their ratguards when the first large ship passes, due to movement and the varied tension of the ropes. Where tarred burlap is used, it requires frequent re-visits to ensure that the tar is kept moist.

The remaining two grain elevators were treated with "Warfarin" very successfully and have since remained clear of rats. Baits of horse-meat and oatmeal or mixed apple and bread were both eaten regularly until the sixth day, when "takes" ceased.

The consistent manner in which the Authority's Rodent Operative, Mr. V. Kendal, has carried out his duties, and the help given in many ways, especially during the absence of a second Inspector on this section from April to October, is worthy of note and proved to be a big contribution to the successful carrying out of the work.

Canal Boats.

Inspection during the year was continued, but on a reduced scale from April to October.

Some boats were found to be carrying water tanks with no access for cleaning or inspection. The Owners were requested to make provision for inspection, and the matter is receiving attention.

N. M. SAMPSON.

EXTENT OF RAT INFESTATION ON BOARD TANKERS.

The survey outlined in previous reports was continued for the fifth year, and the results of inspections on 272 foreign-going tankers are shown in the table below.

Nationality	Type of Oil carried	Number of Vessels inspected	Number of Vessels found clear of infestation	Number of Vessels found infested			Percentage of Vessels found infested	Number of Vessels showing evidence of old infestation
				Slight 1—5 Rats	Moderate 6—10 Rats	Heavy 11 Rats or over		
British	Spirit	17	16	1	—	—	5.9	—
	Kerosene ...	13	12	1	—	—	7.7	2
	Fuel	24	22	2	—	—	8.3	1
	Gas	4	4	—	—	—	—	—
	Lubricating...	4	4	—	—	—	—	—
	Crude	*82	72	9	1	—	12.2	12
	Total	144	130	13	1	—	9.7	15
Foreign ...	Spirit	11	11	—	—	—	—	2
	Kerosene ...	3	3	—	—	—	—	—
	Fuel	37	34	3	—	—	8.1	2
	Gas	1	1	—	—	—	—	—
	Lubricating...	2	2	—	—	—	—	—
	Crude	*74	66	8	—	—	10.8	11
	Total	128	117	11	—	—	9.0	15
All Vessels ... Total 1952 ...		272	247	24	1	—	9.2	30
All Vessels ... Total 1948/51		847	717	114	11	5	15.3	†60
All Vessels ... Total 5 years 1948/1952)		1119	964	138	12	5	13.9	†90

* Slight mice infestation found on one tanker in each group.

† Figure for 1948 not known.

Six tankers carrying miscellaneous cargoes such as waxy distillate, feedstock and tar were also inspected but are not included in the table. Including these six vessels, a total of 278 tankers were examined for evidence of rats, an increase of 3 over 1951 and 109 over 1948.

Once again the percentage of tankers currently infested has dropped to 9.2% compared with 12.0% in the previous year.

In 1952 no tankers with heavy infestations were encountered and only one with a moderate infestation. This was a British tanker carrying crude oil and was inspected twice during the year. The first examination showed slight rat infestation in poop spaces and boat deck, and information was obtained to the effect that seven rats had been killed by the ship's cat in the preceding three months. Ten months later this vessel was again inspected and estimated to have between six and ten rats on board, with evidence present in the centrecastle as well as the after end. On the second occasion the tanker held a valid certificate issued four months previously at a foreign port. This case was reported for information to the Port Health Authority for the port whence the tanker was proceeding for overhaul.

Three other tankers, one foreign and two British, showing evidence of slight infestation were reported by the officer personnel to have been moderately or heavily infested prior to active repressive measures being taken at sea. In one of these tankers (crude oil cargo) it was stated that 16 rats had been killed or trapped in two months—a commendable effort on the part of the crew.

Latest observations showed that the compartments mostly favoured by rats were centrecastle, storerooms, poop spaces, bridge and boat deck, lifeboats and fittings, and galleys, in that order of preference.

With further reference to the six tankers carrying miscellaneous cargoes, one with a cargo of waxy distillate was discovered slightly infested. Three months later, with the same cargo, the vessel was found clear, due to successful trapping and poisoning.

The table below gives comparative figures and percentages for the past five years :—

Year	Number of Tankers Inspected	Number of Tankers found infested		Number of Tankers showing evidence of old infestation	
		Number	Percentage	Number	Percentage
1948	169	41	24.3%	Figures not recorded.	
1949	170	27	15.9%		
1950	233	29	12.4%	19	8.2%
1951	275	33	12.0%	31	11.3%
1952	272	25	9.2%	30	11.0%

The progressive drop in the percentage of infested tankers is very encouraging and points to increased and continuous interest being taken by all concerned to keep rat populations down to a minimum. This statement is borne out by the figures for old infestations, which show a gradual rise for three years with a small reduction in the percentage for the last year. It will be noticed that in 1952 previously infested tankers exceeded the infested for the first time.

In well kept vessels rat evidence is soon obscured by cleaning and painting, but it is surprising how often the real evidence can be detected for considerable periods after the original infestation.

The following table covering five years 1948 to 1952 shows overall percentages for the main types of oil :—

Type of Oil carried.	Number of Tankers Inspected.	Infested Tankers	
		Number.	Percentage.
Spirit	294	39	13.3%
Kerosene	58	5	8.6%
Fuel	303	49	16.2%
Gas	34	5	14.7%
Lubricating	27	3	11.1%
Crude*	403	54	13.4%
Total	1,119	155	13.9%

* Figures for last three years only.

The table gives a clearer picture as to the possible effect of different oils on rat population than had previously been obtained from the limited figures for a single year. The figures show great similarity, with the exception of kerosene, and may be said to discount the theory that certain oils discourage rats. It is possible, of course, that particular oil fumes act as a deterrent to rats, but in the absence of any definite proof such as could be obtained from laboratory tests it is fair to assume the extent of prevention is far less than has been popularly believed. The survey has shown that, providing favourable living quarters and sources of food and water are available, rats will live on tankers irrespective of what oil cargo is carried.

The most satisfying aspect of the information gained has been the decline in rat-infested tankers. It is suggested the improvement is due to the following factors, *viz.* return to normal peace-time trading conditions, greater interest and pride by management and personnel in cleanliness and condition of their ships, the large number of new tankers and oil dock installations of recent years whose modern construction has deterred tanker-borne rodents.

In conclusion, I wish to thank Mr. R. C. Ashton, the Motor Launch Engineer, for his valued assistance and co-operation during the survey and in so many other ways.

G. E. STANLEY.

PUBLIC HEALTH ACT, 1936 (Part X), and the CANAL BOATS REGULATIONS.

Inspection of Canal Boats.

No Inspector devotes his whole time to the duties of canal boat inspection. For the purposes of administration, the port is divided into two sections, *viz.* from Manchester to Latchford, with headquarters at Manchester, and from Latchford to Eastham, including Widnes, with headquarters at Runcorn. Each Inspector is directly and solely responsible to the Medical Officer of Health for the proper supervision of his work under the Canal Boats Regulations.

A motor launch is in daily use on the lower section of the Canal and this enables the Inspector to keep under constant supervision canal boats, in addition to merchant shipping.

During the year there has been a decrease of 62 inspections compared with those of the previous year. On the Manchester—Latchford section of the Canal 101 inspections were made and 57 inspections on the Latchford—Eastham section. The continued decrease was due to staff shortage at the Manchester end and the large amount of tanker traffic on the lower section.

Complaint Notes or letters were forwarded to the Owners of the boats found to contravene the provisions of the Public Health Act, 1936, and the Canal Boats Regulations.

The anticipated legislation governing living conditions on canal boats is eagerly awaited. The unsatisfactory accommodation existing on many boats requires urgent attention and it is hoped that the new Regulations will give adequate powers to deal with such boats.

Details of Inspections.

Number of Inspections	Average Number of Inspections per boat	Individual Number of Boats			Number of Boats on which Contraventions were corrected
		Inspected	With Contraventions	Percentage with Contraventions	
158	1.29	122	51	41.8%	36

Year		Number of Inspections		Number of Complaint Notes served		Percentage defective
1952	...	158	...	48	...	30.38
1951	...	220	...	55	...	25.00

The following is a summary of the defective conditions and contraventions of the Canal Boats Regulations found during the year and for which Complaint Notes were forwarded to the Owners. No legal proceedings have been necessary to obtain the remedy of defects.

Certificates.

Registration certificate not produced	...	...	...	7
Registration certificate dilapidated	...	...	...	2

Markings.

No marks	...	...	...	...	...	2
Marking indistinct or incorrect	...	...	...	...	...	4

Cleanliness and Repairs.

Bed-berths and top of cabin required cleaning	...	1
Leaking deckheads and overhead decks	...	17
Cabin unfit for habitation by reason of dampness and disrepair	...	1
Stoves, stove pipes, etc. defective	...	5
Cabin top, food locker, not insulated	...	2
Cabins, etc. required painting	...	20
Skylights, decklights broken	...	3
Locker defective	...	1

Ventilation and Lighting.

Ventilation inefficient or ventilators defective	...	3
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Provision of Water Vessel.

Water vessel defective	...	1
Water vessel required cleaning	...	1

Total	...	70
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No cases of infectious sickness were reported and no boats have been detained for cleansing or disinfection.

The Authority is not a Registration Authority.

Rat traps were laid on one boat resulting in one rat being caught.

FOOD INSPECTION.

Public Health (Imported Food) Regulations, 1937-48.

Public Health (Imported Milk) Regulations, 1926.

Public Health (Preservatives, etc. in Food) Regulations, 1925-48.

LIST OF FOOD IMPORTS.

	From Foreign Ports.	From Coastwise Ports.
Grain, Cereals, &c.—		
Barley	500 tons	90 tons
Cornflour	231,667 bags	
Farinoca	200 bags	
Flour	439,656 bags	224 bags
Groats	26 bags	
Maize	46,148 tons	4,134 tons
Oats	8,800 tons	
Potato Flour	3,130 bags	504 bags
Rusks	1,225 packages	
Tapioca Flour	574 bags	
Wheat	247,631 tons	300 tons
Fruit, &c.—		
Apples	29,232 boxes	2,998 packages
Dried Fruit	355,902 packages	
Fruit Pulp	6,389 casks	121 packages
Fruit Syrup	516 casks	
Gooseberries		270 baskets
Grapefruit	6,124 cases	
Oranges	44,567 cases	
Fish, &c.—		
Herrings (in brine)	15 barrels	
Shrimps (salted)	71 packages	
Anchovies (in brine)	5 barrels	
Vegetables—		
Dried Vegetables	1,066 bags	
Fresh Vegetables	20,280 packages	
Sauerkraut		33 pails
Vegetables in Brine	2,119 casks	
Tomatoes	5,881 baskets	
Dairy Produce—		
Casein	675 packages	
Butter	19,753 packages	
Cheese	8,554 packages	
Cheeses	6,545 loose	
Eggs	5,367 cases	145 packages
Milk Powder		3,803 bags

List of Food Imports (*continued*)

	From Foreign Ports.	From Coastwise Ports.
Meat, &c.—		
Bacon	15,456 bales	
Beef (frozen)	47,703 quarters	
Beef Offal (frozen) ...	174 bags	
Hog Casings (salted) ...	54 tierces	
Pork Offal (frozen) ...	3,004 bags	
Pork Sides (salted) ...		4 bags
Edible Oils & Fats—		
Castor Oil	38 drums	
Coconut Oil	5 drums	
Hardened Oil	1,031 drums	
Lard	134,384 packages	
Palm Oil	855 tons	
	1,416 drums	
Rape Seed Oil	3,647 drums	
Canned Goods—		
Artificial Cream	3,717 cartons	
Coffee	50 cartons	
Corn	840 cartons	
Fish	39,789 packages	895 cartons
Fruit	193,760 packages	48,024 packages
Fruit Juice	175 boxes	
Fruit Pulp	2,229 cartons	
Jam	1,120 packages	10 cases
Lemon Curd		80 cartons
Marmalade	483 cartons	
Marshmallow		3,649 cartons
Meat	181,468 packages	9,376 packages
Milk	26,750 cartons	15,728 cartons
Mincemeat		1,090 cartons
Mushrooms	2 boxes	
Sausages	150 cartons	
Soup	34,000 cartons	38,688 cartons
Spaghetti	50 cartons	400 cartons
Tomato Juice	400 cases	
Tomatoes	2,450 packages	
Vegetables	64,493 packages	66,541 packages
Bottled Goods—		
Fruit	29,485 packages	17,161 packages
Honey Cream Spread ...		852 packages
Jam and Marmalade ...	100 cases	255 packages
Lemon Curd		1,550 trays
Mincemeat		1,471 cartons
Pickles	25 cartons	
Vegetable Salad		67 trays

List of Food Imports (*continued*)

	From Foreign Ports.	From Coastwise Ports.
Sweets, Confectionery, &c.—		
Almonds	1,519 cartons	5,722 packages
Bakery Cream, Sweet Fat, &c.	31,787 packages	29,173 packages
Biscuits	32,549 packages	
Cake		1,606 packages
Cake Mixture	4,098 bags	1,742 bags
Caraway Seed	70 bags	
Chocolate Couverture ...	7,714 packages	15 chests
Confectionery	793 packages	64 packages
Confectionery Mix	30 cartons	2,349 packages
Cocoa Butter	981 cartons	
Custard Powder		1,800 packages
Desiccated Coconut ...	10,524 packages	550 packages
Flavourings	4 cases	4 barrels
Fondant	8,444 packages	1,968 cartons
Gelatine	1,015 packages	94 bags
Glacé Cherries		140 cases
Honey	86 drums	
Ice Cream Powder ...		3,373 bags
Jellies		5,106 packages
Lemonade Powder ...		50 bags
Lozenges		15 chests
Marshmallow Powder ...		529 bags
Marzipan		4,887 packages
Meringue		46 cartons
Mincemeat		4,344 packages
Mixed Peel		448 cases
Sugar		127 chests
Sweets	1,473 packages	57 packages
Syrup	1,142 packages	1,385 drums
Toffee Butter	122 drums	
Wafer Paper	53 packages	
Miscellaneous—		
Beer, Stout, &c.	10,026 packages	74,182 tons
Advocat	465 cases	
Acetic Acid	2,160 barrels	
Champagne	800 cases	
Chewing Gum	3,568 cartons	
Chutney	20 casks	
Citric Acid	325 packages	
Coffee Beans	5,000 bags	
Epsom Salts	8,339 bags	
Gin	8 packages	
Glucose	1,120 bags	
Horseradish Root	12 bags	
Liqueurs	178 cases	
Mustard	10 cartons	

List of Food Imports (*continued*)

	From Foreign Ports.	From Coastwise Ports.
Miscellaneous—		
Pan Grease	607 packages	
Poppy Seed	30 bags	
Salad Cream		248 packages
Spiced Seasoning		9 packages
Tartaric Acid	291 packages	
Tea	163,260 chests	60,627 chests
Whiskey	115 cases	
Wines	33 packages	
Yeast		275 packages
Crumb Dressing	40 bags	
Cocoa Beans	64,000 bags	

The above foodstuffs were subjected to a percentage examination.

RESULTS OF INSPECTION.

Amounts of Food Imports which have been condemned during the year :—

Articles.	Tons	Weight cwts. qrs. lbs.		
Grain, Cereals, &c.—				
Barley	16	2	0	11
Cornflour	7	5	3	0
Flour	33	10	3	14
Flour Sweepings	2	5	0	13
Maize	72	8	3	23
Oats	90	0	1	26
Rusks				3
Wheat	418	19	1	25
Fruit, &c.—				
Fruit Pulp		11	0	0
Raisins	1	6	2	20
Sultanas			2	0
Vegetables—				
Sauerkraut		4	0	0
Tomatoes		1	1	0
Dairy Produce—				
Cheese			1	5½
Meat—				
Frozen Beef, Mutton, Lamb, Pork, Offal and Trimmings	3	10	0	15

Results of Inspection (*continued*)

Articles.									Tons	Weight		lbs.
										cwts.	qrs.	
Edible Oils & Fats—												
Emulsified Fat	...	...	...	...	...	...	...	...				8
Canned Goods—												
Fruit	...	...	...	...	...	...	...	...	2	8	2	21 $\frac{1}{2}$
Fish	...	...	...	...	...	...	...	...		1	3	10 $\frac{1}{2}$
Meat	...	...	...	...	...	...	...	...		12	0	16 $\frac{3}{8}$
Mincemeat	...	...	...	...	...	...	...	...			1	14 $\frac{1}{16}$
Soup	...	...	...	...	...	...	...	...		6	0	18 $\frac{3}{4}$
Tomatoes	...	...	...	...	...	...	...	...				12 $\frac{3}{4}$
Vegetables	...	...	...	...	...	...	...	...			2	22 $\frac{1}{2}$
Bottled Goods—												
Fruit	...	...	...	...	...	...	...	...		12	3	27 $\frac{5}{8}$
Marmalade	...	...	...	...	...	...	...	...		3	0	26
Mincemeat	...	...	...	...	...	...	...	...			1	1
Sweets, Confectionery, &c.—												
Biscuits	...	...	...	...	...	...	...	...		2	1	16 $\frac{1}{4}$
Chocolate	...	...	...	...	...	...	...	...		15	0	2
Custard Powder	...	...	...	...	...	...	...	...			1	12 $\frac{1}{2}$
Desiccated Coconut	...	...	...	...	...	...	...	...		9	0	7
Marzipan	...	...	...	...	...	...	...	...				5 $\frac{3}{4}$
Cake Mixture	...	...	...	...	...	...	...	...			2	7
Sweet Fat	...	...	...	...	...	...	...	...			1	4
Miscellaneous—												
Chewing Gum	...	...	...	...	...	...	...	...			1	4
Tea	...	...	...	...	...	...	...	...		11	1	0
									652	12	2	0 $\frac{11}{16}$

FOOD VOLUNTARILY SURRENDERED.

Articles.									Weight		lbs.
									cwts.	qrs.	
Fruit (bottled)	...	...	...	...	...	...	...	...	5	3	6 $\frac{1}{4}$
Fruit (canned)	...	...	...	...	...	...	...	...	3	0	24
Nougat	...	...	...	...	...	...	...	...			2
Sweet Fat	...	...	...	...	...	...	...	...	7	0	0
									16	0	4 $\frac{1}{4}$

Over 98 per cent. (645 tons) of the food condemned or surrendered was utilised for animal food or commercial purposes.

LABORATORY EXAMINATIONS.

Number of samples of food examined by :—

(a) Bacteriologist	... ..	19
(b) Analyst	... ..	11

The following samples were submitted for bacteriological examination to the Public Health Laboratory, Monsall Hospital, Manchester :—

Nature of Sample.	Object of Examination.	Result.
Dutch Canned Pork Luncheon Meat.	Bacteriological Examination.	Both aerobic and anaerobic cultures remained sterile.
Dutch Canned Veal & Ham Loaf	ditto	ditto
Irish Canned Ham	ditto	ditto
French Canned Luncheon Meat	ditto	ditto
French Canned Luncheon Meat	ditto	ditto
Dutch Canned Luncheon Meat	ditto	ditto
Dutch Canned Luncheon Meat	ditto	ditto
Dutch Canned Luncheon Meat	ditto	ditto
Dutch Canned Lunch Meat ...	ditto	ditto
Dutch Canned Lunch Meat ...	ditto	ditto
Dutch Canned Pork Luncheon Meat.	ditto	ditto
Irish Canned Luncheon Meat...	ditto	ditto
German Canned Frankfurter Sausages in Brine.	ditto	ditto
Swiss Canned Ravioli with Meat & Cheese in Tomato Sauce.	ditto	ditto
Norwegian Canned Peeled Cocktail Shrimps.	ditto	ditto
Dutch Peeled Shrimps	ditto	Coliform organisms not isolated. All direct plates remained sterile. After culture in nutrient broth a few aerobic spore bearers and coliform organisms were isolated.
Dutch Peeled Shrimps	ditto	
Dutch Peeled Shrimps	ditto	Organisms associated with food poisoning not isolated; coliform organisms not isolated.
Dutch Peeled Shrimps	ditto	No pathogenic organisms isolated on direct plating. After culture in an enrichment medium, Staphylococcus aureus isolated; this organism could only have been originally present in very small numbers.

The following samples were forwarded to the Public Analyst, Manchester, for chemical examination :—

Nature of Sample.	Object of Examination.	Result.
Indian Tea	Metallic Content	Lead—2 parts per million; copper—25 parts per million ; zinc—not more than 3 parts per million; arsenic—not more than 1 part per million.
Indian Tea	Metallic Content	Lead—less than 2 parts per million ; copper—50 parts per million ; zinc—25 parts per million ; arsenic—not greater than 1 part per million.
Indian Sweet Mango Chutney	Tin and Lead Content.	Tin—less than 50 parts per million; lead—less than 2 parts per million.
Indian Mango Chutney	Copper, Tin and Lead Content	Copper—14 parts per million ; tin—less than 40 parts per million ; lead—less than 2 parts per million.
Irish Glacé Cherries	Colouring.	Artificial colouring matter present—acid dyestuff ; prohibited colouring matter absent.
Dutch Greengage Pulp	Sulphur Dioxide	2,200 parts SO ₂ per million.
Dutch Canned Strawberries	Prohibited Colouring.	Contents found to contain an added colour, but to be free from prohibited dyestuffs.
Dutch Canned Oxtail Soup...	Tin Content	Tin—less than 40 parts per million; lead—less than 2 parts per million.
Dutch Dehydrated Vegetables	Metallic Content	Lead—less than 2 parts per million ; copper—7 parts per million ; zinc—1 part per million; arsenic—not greater than 1 part per million.
Dutch Canned Gherkins ...	Preservative.	No preservative found.
Dutch Pickled Gherkins.....	Preservative.	No preservative found.

OBSERVATIONS OF THE FOOD INSPECTORS.

During the year import restrictions reduced the amount of certain classes of foodstuffs entering the port, the most notable reductions being in the Continental class of food imports. It is hoped that when economic stability returns these imports will return also, as they add considerable variety to the usual staple food imports. There appeared to be some improvement in the canning of Continental meats, but owing to the import cuts the full assessment of this trend must await the resumption of normal importations. The quantity and quality of food imports from Eire and Northern Ireland has continued to grow throughout the year, and your Inspectors have been pleased to note that the bulk of foodstuffs concerned in this traffic is of good quality and that canning and packing is excellent.

Early in the year official certificates on Belgian canned meats showed considerable variation, as many as four different types being in use. Your Food Inspectors collected specimens of the various types, and they were sent, together with a covering letter, to the Ministry of Food in order to have the matter regularised. Information was received from the Ministry of Food that the matter was being discussed with the Belgian authorities, and in the meantime the goods were admitted. Finally, in August, a new official certificate was formally recognised and no further contraventions of the Public Health (Imported Food) Regulations occurred during the remainder of the year.

On several occasions official certificates were missing from consignments of meat and meat products. After intimation and warning to the owners the goods were admitted, and further similar consignments arrived properly certificated.

A consignment of French canned luncheon meat required 100 per cent. examination. The managing director of the packing firm flew over from France and, in company with representatives of the consignees, inspected the goods. As prior and subsequent shipments of the same commodity were correct, something had obviously gone amiss during the processing of this particular shipment as badly blown tins were dispersed throughout the 250 cartons. After full examination 449 tins were surrendered as unsound.

Consignments of Dutch canned chicken soup and Dutch canned hams were found on preliminary inspection to be unsatisfactory, and 100 per cent. examination was required. Subsequently 352 blown tins of soup and 68 blown tins of ham were condemned.

From time to time your Food Inspectors visited Weaste Cold Air Store and supervised the re-conditioning and re-classifying of frozen meats. This resulted in much meat being saved for retail and manufacturing purposes, but 3 tons 10 cwts. 0 qrs. 15 lbs. was condemned as unfit for human consumption and disposed of for industrial purposes.

Imports of Canadian beef and Dutch bacon have continued to arrive regularly, and both have been found to be in excellent condition.

A comprehensive variety of canned meats and meat products packed in various countries was sampled and submitted for bacteriological examination. It is pleasing to note that in all samples both aerobic and anaerobic cultures remained sterile.

Amounts of metals in samples submitted to the Public Analyst were in all cases within the prescribed limits.

During the year official certificates for meat and meat products have been recognised for Argentina, Belgium and Turkey, being, in the first and second instances, replacements of certificates originally recognised in 1938.

The examination of rejected ships' stores was again carried out at the request of the Ministry of Food.

Owing to staff shortages it was found necessary for your Food Inspectors to carry out Sanitary Inspectors' duties over a short period.

Happy relationships have continued with Ministry Departments, Officers of H.M. Customs, the Manchester Ship Canal Company, shipping and other firms.

T. BORROWS.

W. H. JENNINGS.